

EAST AYRSHIRE COUNCIL

DEPARTMENT OF DEVELOPMENT SERVICES – 29 JUNE 2004

REVIEW OF SCHOOL CROSSING PATROL SERVICES

Report By Director of Development & Property Services

1. PURPOSE OF REPORT

1.1 To advise the Committee:-

- i) that a review of all school crossing patrols within East Ayrshire is being undertaken; and
- ii) of the findings of the review of the first group of patrol services; and
- iii) to indicate that the remainder of the patrols will be reviewed and reported to a future Committee.

2. BACKGROUND

- 2.1 There are 67 school crossing patrols in East Ayrshire at a cost per patrol of approximately £4,500 per year. The crossing patrols are to assist only Primary School children on their way to school to cross busy roads.
- 2.2 Assessment of school crossing patrols is carried out using the PV^2 formula approved by Development Services Committee, and which is a nationally accepted formula.
- 2.3 The criterion for school crossing patrol is satisfied when PV^2 is greater than 4×10^6 .
- 2.4 A review of school crossing patrols using the PV^2 formula has not been undertaken in East Ayrshire since local government reorganisation. Only requests for new patrollers being assessed using the PV^2 formula.
- 2.5 Falling school rolls, more information on the journey to school, the introduction of traffic calming and 20mph zones at schools also have implication on the need for school crossing patrollers at certain locations. These factors are being considered in the review.

3. OUTCOME OF REVIEW OF FIRST GROUP OF PATROLS

- 3.1 The formula has now been applied to a number of crossings within the Councils area. In the first instance the formula was applied to crossings where it was known that population changes had taken place, or where school rolls had changed, or where the Council had placed significant investment in traffic calming measures.
- 3.2 The application of the formula has identified a number of underused and superfluous crossings.
- 3.3 **Underused Crossings**
 - Glasgow Road at Wardneuk, Kilmarnock (patroller retires this summer)
 - Newton Street, Catrine

3.4 Superfluous Crossings

- Brewlands Street at Glebe Road, Galston
- Brewlands Street at New Road, Galston
- A719 at Loudoun Academy

3.5 On the basis of the formula neither Newton Street, Catrine or Wardneuk Primary meet the criteria for the continued provision of a school crossing patrol.

3.6 Although both school crossing patrols meet the numerical criterion in Galston, the two sites are within 150 meters of each other. It would therefore be possible to discontinue one of the crossing patrols and channel all the children to the remaining supervised crossing point. Consultation will take place with the local elected member.

3.7 The fourth patrol suggested for the possible review is on the A719 at Loudoun Academy. This crossing patrol caters solely for secondary school pupils. The normal practice that has been adopted is to provide crossing patrols where they are needed to cater for the movement for primary school children. The A719 at Loudoun Academy has been traffic calmed and speeds are now in the order of 30mph. An extensive pedestrian barrier has been erected along the footway adjacent to the school to channel children to the safe crossing point and the footway has been extended, with a pedestrian barrier, to a new puffin crossing on the A71 to provide children with a safe route between the school and Galston. Children from outwith the immediate environs of the school are generally bussed to and from the school. In view of the foregoing, it is recommended that the school crossing patrol at Loudoun Academy be ceased. A PV² assessment has not been carried out at the school.

3.8 In the time available it has not been possible to undertake the surveys necessary to assess the continued need for school crossing patrols at other locations. A programme of surveys will be put in place to assess the remainder of the schools. An in depth study of whether or not it is possible to cut the lunchtime crossing patrols will be carried out in the course of undertaking the programme of surveys. In the meantime, it is recommended that school crossing patrols are not removed or re-sited from those locations where there are pelican crossings or pedestrian phases at traffic signals as these facilities tend to be provided on the more heavily trafficked routes.

3.9 It is realised that there are personnel implications of this report. These are being discussed with the Head of On-site Services and the Trade Unions.

4. FINANCIAL IMPLICATIONS

- 4.1 The potential saving by removing 4 school crossing patrols is approximately £18,000 over a full year. If four patrols were phased out at the end of June 2004, it is estimated that the saving over the balance of the financial year would be approximately £12,000.

5. LEGAL IMPLICATIONS

- 5.1 Nil.

6. RECOMMENDATIONS

- 6.1 It is recommended that the Committee agree to:

- i) note that a review of school crossing patrols in East Ayrshire is being undertaken; and
- ii) discontinue the school crossing patrols named below assessed in the first review
 - Glasgow Road, Wardneuk, Kilmarnock
 - Newton Street, Catrine
 - A719, Loudoun Academy
 - 1 of the Galston patrols, to be discussed in detail with the local member.
- iii) note that reviews will be undertaken on the remaining patrols and reported to a future Committee.

James Lavery
Executive Director of Development & Property Services
8 June 2004
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LIST OF BACKGROUND PAPERS

Nil

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